



Krieger User Guide

Read this manual.

It contains important information regarding your safety, the correct use of the bike and how to avoid expensive repair fees in the future.

Support is available Mon to Fri from 10am to 5pm on 01702 684444. If there is no answer, leave a message and we will call you back.

Sales: 01702 435566 — Support: 01702 684444 — E-mail: support@wooshbikes.co.uk

The Krieger from Woosh

The Krieger is a strong sturdy bike which can be used for commuting to and from work. It has a 15Ah battery which means that distances of up to 50-60 miles can be achieved on a single charge in ideal conditions. If you rely heavily on the throttle and do not put much effort in yourself, then the battery will run down more quickly and the distance able to be travelled on a single charge will be reduced accordingly.

The Krieger can be used on roads and cycle paths, it is not suitable for off-road use and should not be used in competition events. It should not be used for jumping, stunting or aerobatic activities and should not be ridden through deep puddles or fords. Incorrect use of your bike could result in injury and will void your warranty.

You must be a minimum of 14 years of age to ride an electric cycle in the UK

The maximum weight including rider and luggage is 140kg (22 stone).

Before you ride your bike, and for your ongoing safety, familiarise yourself with the “user manual” and the “maintenance manual”. There are many components on the Big Bear, and it is critical that they are checked regularly and maintained where necessary. Details of how to maintain the various aspects of your bike are included in the “maintenance manual”.

If you have any issues which are not covered by the manuals, it is likely that you would need to enlist the help of a professional. Most people don't have a complete set of tools for maintaining a bike, so things like adjustments to the bottom bracket will need to be done by your local bike dealer. You should enlist the help of your local dealer whenever something needs adjusting that you are not able to do yourself. Your safety is paramount, so you must ensure that the bike is maintained in the correct manner, if in doubt, consult your nearest bike dealer.

Important Safety Notice — please read

Your bike has had a full electrical check before despatch.

It has also had a general mechanical check, but you need to ensure yourself that when you complete the assembly of your bike, that you also check the whole bike over before riding it.

You should be prepared to do this yourself, or if you are not sufficiently experienced, ask a local bike shop to do this for you. A typical fee for this would be around £35

A full inspection should include (but is not limited to):

- Checking that the brakes are set correctly and work properly.
- All nuts, bolts, major fixings, spokes and cranks etc. are correctly tightened.
- Both wheels are properly trued
- Headset/stem properly adjusted
- Cranks are tight
- Bottom bracket properly adjusted

Pedals, saddle and handlebars are correctly fitted and properly secured.

See the maintenance manual for how to adjust and maintain the various components of the bike.

Please note that failure to carry out these checks properly could result in serious injury for which Woosh Bikes Ltd will not be held liable.

If you have any doubts about your own ability to perform the necessary checks, we strongly recommend you visit your local bike shop and pay their fee. If you are unable to take your bike to a local bike shop there will almost certainly be a mobile bike technician in your area who will come to your home or office and do this for you.

Visit www.cycletechuk.com for a full national listing.

Unpacking:

Two people are required to unpack the bike.

Stand the carton upright as shown.

Remove the shipping straps, cut the tape seals and then remove all of the polystyrene packaging.

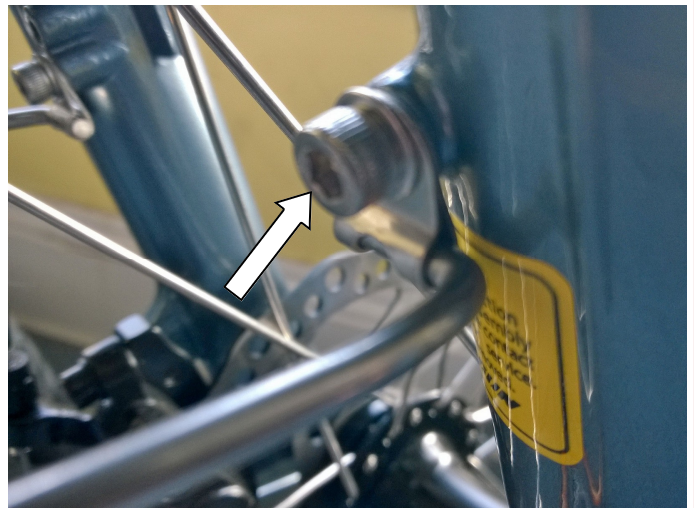
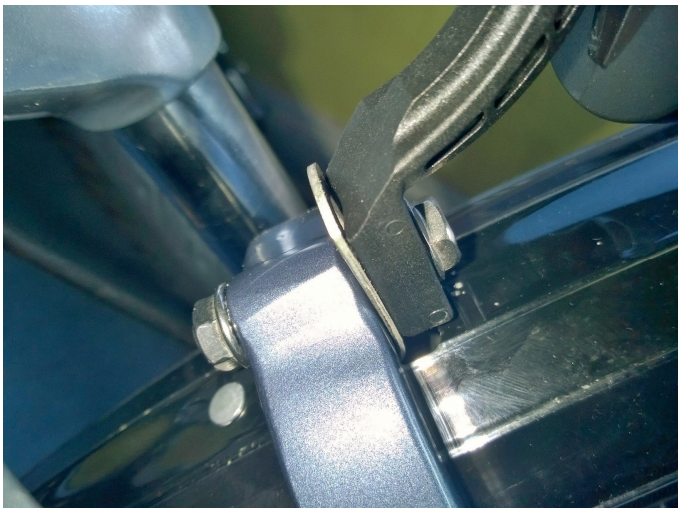
Keep the carton/bike in the upright position, and then lift the bike out of the carton and then lean it against a sturdy surface. **DO NOT** destroy the carton as it will be required if the bike needs to be returned for any reason in the future.



Detach the wheel and remove all of the remaining packaging. Slide the handlebars into the frame and tighten the Allen bolt enough to secure the bars in place. You can align them fully after the wheel has been fitted. Flip the bike upside down, you can remove the battery from the bike to make it lighter and therefore easier to flip if you wish—see the battery section later in this manual for how to do this.

To fit the mudguard, with the bike upside down, undo and remove the nut/bolt securing the light, and then re-fit the bolt in the following order—bolt, light, mudguard mount, front face of forks, and then finally the nut on the rear to secure—see below left. The mudguard should be mounted in the highest possible position, so with the bike upside down, push the mudguard where it attaches so that it is mounted in its position. This will save you from having to adjust the guard later.

Fit the mudguard stays into position on the forks as shown below right and then tighten the bolts either side to secure the stays.



You are now ready to fit the front wheel to the forks. First you will need to fit the skewer to the wheel, the skewer is the spindle which slides through the wheel. The skewer consists of the spindle (with clamp on one side), two springs and a tension nut. Remove the tension nut and one of the springs, and then slide the skewer through the wheel so that the clamp is on the opposite side of the wheel to the rotor (brake disc). Fit the other spring back into position and then replace the tension nut, giving just a few turns to secure it so that it doesn't come off. Now lower the wheel into position ensuring that the rotor is on the correct side and that it sits properly between the callipers. Ensure that the wheel is fully seated and then tighten the tension nut until the clamp has significant resistance when attempting to close it, you may need to open the clamp and make adjustments to the tension nut several times before you reach the optimum clamping force. The clamp should be reasonably difficult to close to ensure that the wheel is properly secured when the clamp is engaged.



Now that the front wheel has been fitted, you can flip the bike right side up and use the kick-stand to keep the bike in the upright position.

Handlebars:

If you haven't already, slide the handlebar stem into the frame at the desired height, remove the weatherproof cap and then tighten the allen bolt indicated below to secure the stem in position whilst ensuring that the handlebars line up correctly with the front wheel.



Once the stem has been secured, you can now fine tune the positioning of the handlebars. The handlebars can be adjusted in two ways. They can be rotated, and they can also be raised/lowered. You should adjust the **height** first. This is done by loosening the large bolt on the underside of the handlebars (shown below left). This bolt secures a stepped piece that locks the handlebars into position. You will need to loosen the bolt enough so that the handlebars can be rotated, then tighten this piece back into position when you have the handlebars at the desired height.



To adjust the **rotation** of the handlebars, loosen the front-most bolt on the underside of the handlebars as shown above right. Rotate the handlebars into the desired position and then re-tighten the bolt. Check the adjacent bolt is sufficiently tight and tighten if required.

Warning:

It is extremely important to ensure that the handlebars are properly secured. If they were to rotate or otherwise move unexpectedly during use, it could result in an accident and/or serious injury. If you have any doubts regarding the correct configuration of this part (or any other part of the bike), you should take your bike along to your nearest bike dealer and have them prepare it for you (at your cost).

Seat-post/saddle:

The seat-post simply slides into position and then the clamp is used to secure it. To adjust the height of the saddle, simply open the clamp and position the seat-post at the desired height and then close the clamp to lock it into position. It may be necessary to tighten the thumb screw a little to ensure that when the clamp is closed the seat-post is properly secured. Adjust the thumb-screw as needed. There are two different seat-post options on this model, but the clamp works in the same way regardless of which post you have, the standard sprung post or the NCX post. See the preparation/maintenance manual to determine the correct saddle height.

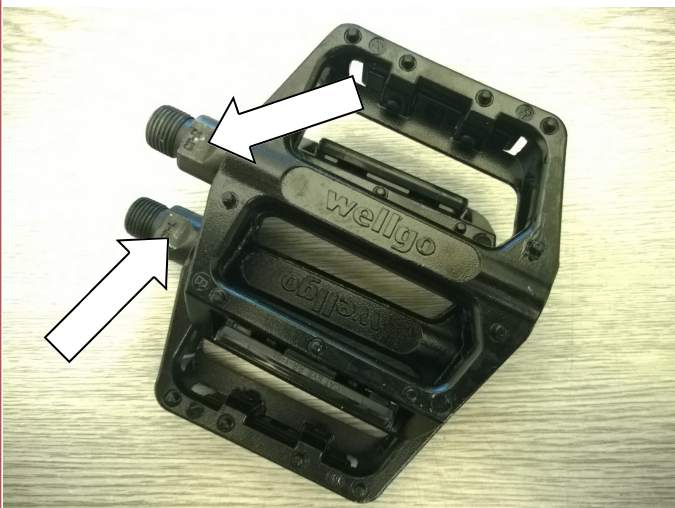


Pedals:

Important—the pedals fit a specific side of the bike. If you attempt to fit the pedals to the wrong side, you will damage the threads on the cranks and also possibly the pedals as well. Also if you force the pedals on to the wrong side of the bike, it is very likely that they will come loose suddenly and unexpectedly.

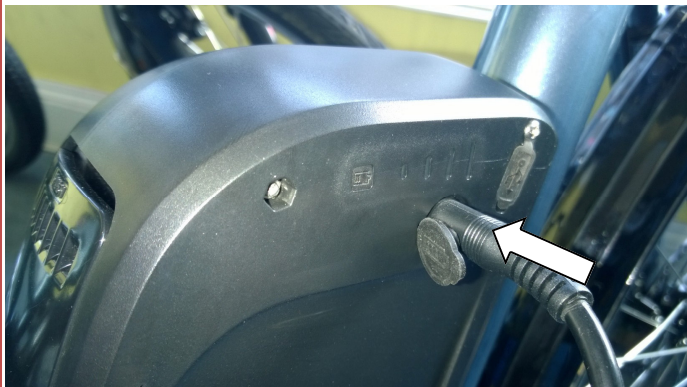
The pedals are marked accordingly 'Cr-L' (Left) and 'Cr-R' (Right) which indicates the side of the bike the pedal is for. To determine which pedal is for which side, see the pictures below showing where this marking is found.

Fit each pedal into position and finger-tighten, then use a 15mm spanner to secure the pedals in place, tighten to approx. 40Nm (see torque/tightness guide in the maintenance manual).



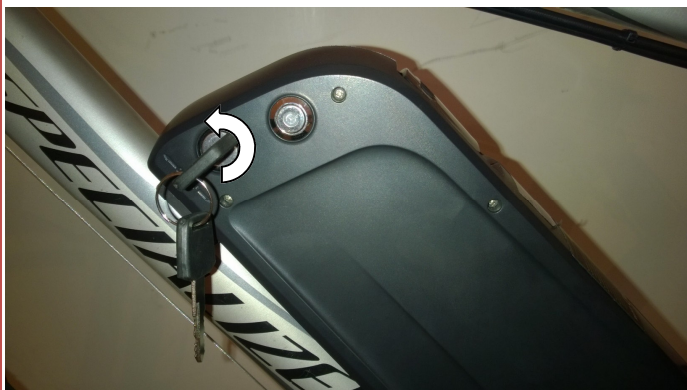
Charging/locking the battery:

The battery may not leave us fully charged. **You should fully charge the battery before using your bike.** The battery can be charged on the bike or it can be removed and charged separately. The socket used to charge the battery is located on the upper right side of the battery as shown below left. **Ensure that the charger is switched OFF before attaching the charger to the bike.** You should keep the battery topped up and not let it go completely flat to ensure it lasts as long as possible. The on/off switch for the battery is located on the opposite side to the charger socket shown below right.



To charge the battery, simply lift the weatherproof cover and connect the charger to the socket and then plug the other end into a regular mains socket. On the charger is a small LED which is **RED** while charging. When charging is complete, this light will turn **GREEN**.

The battery can be removed from the bike and charged in a convenient location such as in your home or office. To remove the battery from your electric bike, use the supplied key to unlock the battery by turning it anti-clockwise. Once unlocked, lift the handle and slide the battery upwards towards the front of the bike and then lift it clear.



A full charge from flat can take up to 10 hours.

The USB socket on the right side of the battery (next to the charging socket) can be used to charge a mobile phone or personal music player, the output is similar to that of most standard USB phone chargers i.e. 5 Volts, 1 Amp.

Remember to separate your keys, we are not able to supply replacements if you lose them.

Important:

Although our bikes are checked prior to despatch, you must fully inspect your bike again yourself before riding it, and satisfy yourself that it is correctly assembled and safe to ride. If you are not absolutely sure about any aspects of your bike, you should take it to your nearest bike shop to have it checked before riding it. Obviously the bike shop will charge you for this service. Woosh Bikes not reimburse you for these costs.

Before riding your bike, perform the checks and set up your bike as outlined in the maintenance manual.

Check that all fixings and major components are tightened sufficiently. Check that all nuts, bolts, rear carrier fixings, handlebars and seat-post/saddle are also sufficiently tightened.

You must also ensure that your brakes are working correctly before you set off. If you are unsure how to adjust your brakes yourself, there are guides on our website to help you with this. If you prefer, you can have your local bike shop adjust them for you. The brakes are the same as you would have on a regular bike and so any bike shop should be able to adjust them for you. You would obviously have to pay them for this service.

See the preparation/maintenance manual for details on how to adjust/maintain your bike and its components.

Riding the bike

To begin using the bike, ensure the battery is switched on then press (and hold) the 'Mode' button to switch on the 'King-Meter'. The bike is now effectively on, and if you ride it in this state, the motor will provide assistance when pedalling and you will also be able to use the throttle if you wish. To vary the amount of assistance provided by the motor, use the up/down buttons to cycle through the 5 assistance levels.

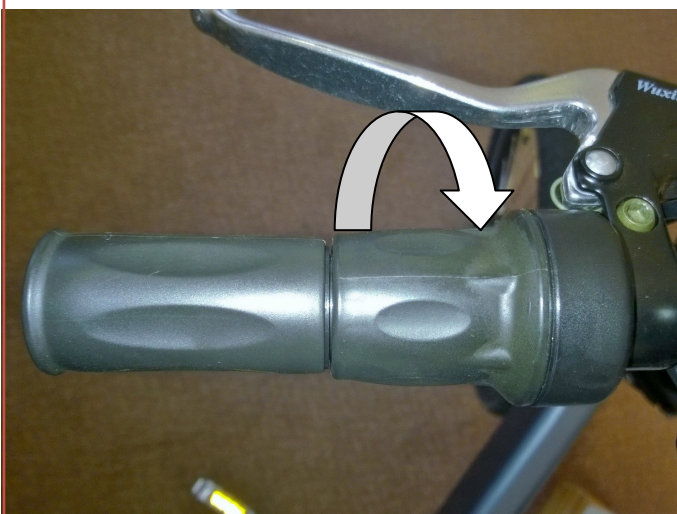


There are several other features available on the King-Meter and these are covered later in the manual. The information provided so far is just enough to get you up and running as quickly as possible.

Important note about the maximum speed. You may not reach the maximum speed on throttle alone.

The motor will only assist you up to 15mph. Though of course you are free to pedal as fast as you like, beyond 15mph if you wish, but the motor will not help you beyond the 15mph limit. This limit is in accordance with current UK law.

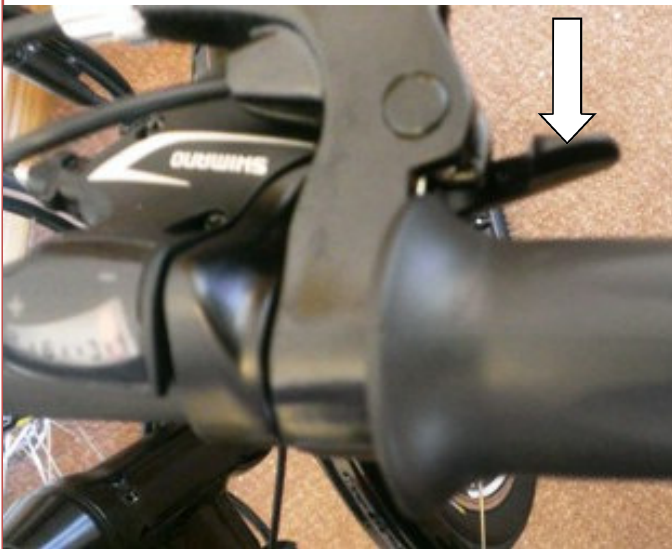
The Krieger comes with a twist-grip/throttle control. The twist-grip is located on the left side of the handlebars as shown below. The more the throttle is twisted, the faster the bike will go, but obviously not beyond 15 mph.



Riding the bike cont.

Your bike features an 8 speed Shimano rapid-fire shifter located on the right side of the handlebars.

To move up through the gears, PULL the upper lever with your index finger. To move down the gears, PRESS the lower lever with your thumb.



You should change the gears one at a time, waiting until the gear is properly engaged before changing to the next gear.

Most of the time, you will likely use the bike in it's highest gear, but to get the most out of your bike on hills, you should change down to a suitable gear BEFORE you start your ascent. Please see the next page for more details on effectively managing the gears on crank drive bikes.

Managing gear changes on CD bikes:

If not used correctly, the gear changes on the CD bikes can be anything other than smooth and can also cause significant wear to the chain and cassette. This is due to the extra tension put on the chain by this type of motor. While not a massive expense to have these parts replaced when they wear out, you can extend the life of these parts and effect smoother gear changes by following the guidance below.

When changing gear, if you briefly flick one of the brake levers just before doing so, this will momentarily cut the power to the motor and relieve the tension on the chain allowing for a much smoother change. You should not stop pedalling, after a second or so, the motor will kick back in and carry on as normal. Basically you are using the brake lever in a similar way to how you would use a clutch on a car.

This technique is especially important on hills where the tension on the chain can be significantly greater. On hills, try and anticipate the gear you are likely to need before you start climbing the hill (usually 2nd gear or even 1st if particularly steep).

If you do find that you need to change gear whilst actually climbing a hill, be sure to use the aforementioned technique.

To summarise:

Get ready to change gear

Flick one of the brake levers

Immediately change gear (a single gear at a time)

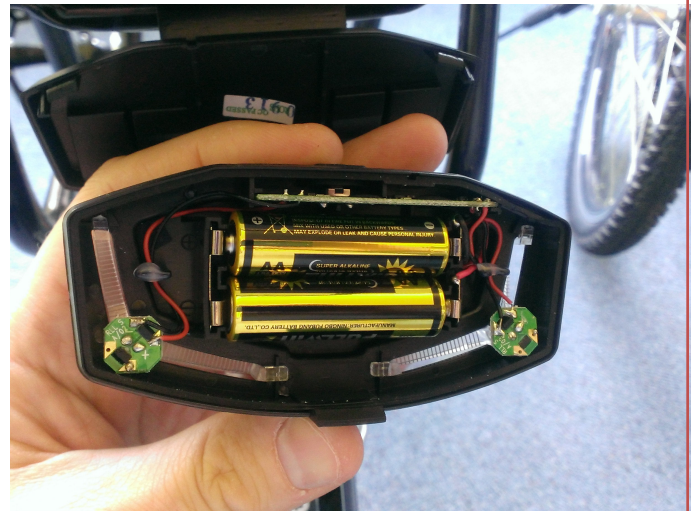
Continue pedalling throughout

Operating the lights:

The rear light is already fitted, to operate the rear light, simply press the button on the top of the light as shown below.

To change the batteries in this unit, simply reach under the bottom edge and then pull the lower edge of the light rearwards towards you. This unit requires 2x AA batteries.

If your light doesn't work initially, it is likely that the insulating material fitted at the factory to stop the battery going flat is still in place. Simply pull the external tag or if necessary, access the battery compartment and remove the small plastic insulator that sits between the battery and terminal.



The front light may also have a insulating tag that needs to be pulled/removed. If the light still doesn't work after removing the tag, undo the screw on the underside of the lamp, remove and then refit the batteries, this will normally solve any issues. The front light uses 3x AAA batteries. The on/off button is located on the top of the lamp, pressing the button cycles through the following modes: On/Flashing/Off.



King-Meter—Advanced

The King-Meter has many advanced features and modes, these include back-lit display (for night riding), indicator options for max speed, average speed and current speed, a digital clock and a battery power indicator.



1. Battery Level Indicator
2. Assistance Level (Pedal Assist)
3. Odometer
4. Digital Clock
5. Speed Indicator

Warning:

The King-Meter comes pre-configured specifically for your bike. Incorrect settings could cause damage to the bike components and also result in a bike that is not UK road legal. Any modifications made to the controller configuration will void your warranty with immediate effect.

Turning King-Meter On/Off

To turn on the King-Meter press and hold the middle (Mode) button. Press and hold the same button to turn off the module and disable all electric features of the bike.

Turning Backlight On/Off

To turn on the display backlight, press and hold the “Mode & Up” button, press and hold the same two buttons to turn it off.

Varying Pedal Assist Level

To alter the level of assistance provided simply press the Up/Down arrows to cycle through the 5 levels of assistance. Level 1 offers the least assistance while level 5 offers the greatest assistance.

Speed Display Mode

There are three different modes for the speed display, these are current speed, average speed and maximum speed. To switch between these modes, press and hold the “Up” button for approx. 1 second to cycle through the modes.

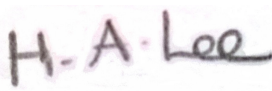
Riding Distance/Total Distance

To change the display between riding distance and total distance, press the Mode button. The current mode is indicated by “Trip” for “Current Trip Distance” and by “Odo” for “Total Distance”.

Control Module Battery

The “control module” itself has a battery which retains the settings within the module. This battery should last for around 2 years. The battery is a standard type and is readily available. If you need a battery in the future, contact us and we can supply one to you or alternatively you can buy from outlets such as Maplin’s. Make sure you replace the battery with the correct type to avoid causing damage to your module. If you are not sure how to change the battery, contact us for assistance.



Woosh Bikes	DECLARATION OF CONFORMITY		CE
Product name	Commercial name(s)		
Electrically power as- sisted cycle	Woosh Sirocco Woosh Sundowner Woosh Sirocco CDL Woosh Big Bear LS Woosh Big Bear Woosh Gale Woosh Krieger Woosh Zephyr CDN Woosh Zephyr B Woosh Gallego Woosh Petite Woosh Sant Ana Woosh Sant Ana CD/CDL		
Manufacturer, address			
Made in China for Woosh Bikes Ltd 42-46 Queens Road, Southend-on-Sea, Essex, SS1 1NL, UK			
The product (system) identified above is in conformity with the listed European Directive(s). The following table identifies the applied standards and the conformity assessment procedure.			
EMC DIRECTIVE 2004/108/EC OJ DEC. 2004 L 390/24 Applicable <input checked="" type="checkbox"/> Non Applicable <input type="checkbox"/>	TWO or THREE-WHEEL MOTOR VEHICLES DIRECTIVE 2002/24/EC OJ May 2002 L 124/1 Applicable <input type="checkbox"/> Non Applicable <input checked="" type="checkbox"/>	MACHINE DIRECTIVE 2006/42 EC OJ MAY 2006 L 157/24 Applicable <input checked="" type="checkbox"/> Non Applicable <input type="checkbox"/>	
<u>- Applied Standards</u> • EN 15194 • EN61000-4-2 • EN 55022	<u>- Applied Standards</u> • EN 15194	<u>- Applied Standards</u> • <u>EN 15194</u>	
Date 01/01/2013	Signature 	Authorised representative Director—Woosh Bikes Ltd	

Woosh Support:

Be sure to check the FAQ section on our website before calling as the answers to the most common queries are there and you may find that the solution to your problem is already online. If you *do* need to get in touch, our contact details are below.

It can sometimes be useful to *see* the issue you have, so if possible, email a couple of photos and/or video illustrating the problem and we'll normally get back to you within a an hour or two (on weekdays).

Support staff are not available at the weekends, though if you send an email, it will normally be read on the following Monday morning.

If you need support on a bike purchased from our Cambridge outlet, please note that you should call our Southend office on the number below.

Support articles and FAQ's: www.wooshbikes.co.uk/?support

Email: support@wooshbikes.co.uk

Telephone: [01702 684444](tel:01702684444) (If there is no answer, leave a brief message and contact no. and someone will call you back asap).